Environmental Assessment

Demolish Building 4030 and Construct New Road
Project# SHCZ 050456
Tinker Air Force Base (TAFB), Oklahoma
June 2006

Report Documentation Page

Form Approved
OMB No. 0704-0188

1. REPORT DATE	2. REPORT TYPE	3. DATES COVERED
JUN 2006		**00-00-2006 to 00-00-2006**

4. TITLE AND SUBTITLE	5a. CONTRACT NUMBER
Environmental Assessment: Demolish Building 4030 and Construct New Road Project# SHCZ 050456 Tinker Air Force Base (TAFB), Oklahoma	5b. GRANT NUMBER
	5c. PROGRAM ELEMENT NUMBER
6. AUTHOR(S)	5d. PROJECT NUMBER
	5e. TASK NUMBER
	5f. WORK UNIT NUMBER
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) **72nd Air Base Wing,7460 Arnold Avenue,Tinker AFB,OK,73145**	8. PERFORMING ORGANIZATION REPORT NUMBER
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)	10. SPONSOR/MONITOR'S ACRONYM(S)
	11. SPONSOR/MONITOR'S REPORT NUMBER(S)

12. DISTRIBUTION/AVAILABILITY STATEMENT
Approved for public release; distribution unlimited

13. SUPPLEMENTARY NOTES

14. ABSTRACT

15. SUBJECT TERMS

16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT	18. NUMBER OF PAGES	19a. NAME OF RESPONSIBLE PERSON
a. REPORT	b. ABSTRACT	c. THIS PAGE			
unclassified	**unclassified**	**unclassified**	**Same as Report (SAR)**	**19**	

FINDING OF NO SIGNIFICANT IMPACT

Environmental Assessment for the Demolition of Bldg. 4030 and the Construction of a New Road
Project# SHCZ 050456
Tinker Air Force Base, Oklahoma

The United States Air Force (USAF) has conducted an Environmental Assessment (EA) that provides an analysis of the environmental impacts associated with the demolition of Bldg. 4030 and the construction of a new road at Tinker Air Force Base, Oklahoma.

Description of Proposed Action

The proposed action is to demolish Bldg. 4030 and construct a new road at Tinker Air Force Base. Building 4030 is currently the physical fitness center for the area and scheduled to be demolished. The building is in poor condition. 38 EIG, 654 CLSS, 3 CCG, and OC/ALC personnel currently use the facility. Personnel use the shower/locker room facilities in Building 4048 and workout in Building 4030. 38 EIG currently has a project (WWYK 050030) to construct an addition onto Building 4048. The new addition would include a racquetball court, exercise equipment area, and a new mechanical room. The addition would be approximately 3776 square feet. The new road would provide better traffic flow and add a few new parking spaces. The demolition of Building 4030 and the construction of a new road would meet all of the proponent's requirements.

Alternatives

"No-Action" Alternative

By definition, the "No-Action" Alternative is a continuation of existing conditions.

Action Alternative

After careful consideration, the following alternative was eliminated because of not meeting the proponent's requirements:

- One alternative was to demolish Building 4030 and not construct a new road. This alternative would not have met the proponent's need for better traffic flow and additional parking spaces.

Environmental Consequences

No unavoidable adverse environmental effects from the implementation of the proposed action, action alternative, or the no-action alternative have been identified through this EA.

No long-term significant adverse effects and no unavoidable adverse environmental effects from the implementation of the proposed action have been identified through this EA. As a result, no long-term mitigation measures are required.

Conclusion

The attached EA was prepared pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR 1500-1508), the U.S. Department of Defense (DoD) Directive 6050.1, U.S. Air Force Instruction (AFI) 32-7061, and Environmental Impact Analysis Process (EIAP) Final Rule (32 CFR 989).

The finding of this EA is that the Proposed Action will have no significant impact on the human or natural environment; therefore, a Finding of No Significant Impact (FONSI) statement is issued for the proposed action, and no Environmental Impact Statement (EIS) is required.

Approved: Mark A Correll Date: 7/6/06

MARK A. CORRELL, Colonel, USAF
Chairperson, Environmental, Safety, and Occupational Health Council

1.0 PURPOSE AND NEED

1.1 INTRODUCTION

This Environmental Assessment (EA) has been prepared by Environmental Management, Tinker Air Force Base (TAFB), Oklahoma. This assessment describes the demolition of Building 4030 and construction of a new road at Tinker AFB in order to evaluate the level of required environmental documentation.

1.2 PROJECT LOCATION

See Figure 1 – Building 4030.
See Figure 2 – New Road

1.3 PURPOSE AND NEED FOR THE PROPOSED ACTION

38 EIG has a project to demolish Building 4030 and construct a new road on the location. Building 4030 is scheduled for demolition in coordination with the construction of the new addition to Building 4048. Building 4030 has been deteriorating over the last 20 years causing continuing maintenance problems. The building is outdated and does not meet the requirements of it's patrons.

1.3.1 Applicable Regulatory Requirements

Federal agencies that fund, support, permit, or implement major programs and activities are required to take into consideration the environmental consequences of proposed actions in the decision-making process under the National Environmental Policy Act (NEPA) of 1969, Title 42, United States Code (USC), Section 4321, et seq. (42 USC 4321 et seq.). The intent of NEPA is to protect, restore, or enhance the environment through well-informed federal decisions. The Council on Environmental Quality (CEQ) was established under NEPA to implement and oversee federal policy in this process. The CEQ issued regulations implementing the process in Title 40, Code of Federal Regulations (CFR), Parts 1500-1508 (40 CFR 1500-1508). The CEQ regulations require that an EA:

> Briefly provide evidence and analysis to determine whether the Proposed Action might have significant effects that would require preparation of an Environmental Impact Statement (EIS). If the analysis determines that the environmental effects will not be significant, a Finding of No Significant Impact (FONSI) will be prepared for the approval of the decision maker.
>
> Facilitate the preparation of an EIS, if required.

This Abbreviated EA is part of the procedures for implementing the NEPA for the proposed project as set forth in Air Force Instruction 32-7061, *The Environmental Impact Analysis Process, July 15, 1999*, and 32 CFR 989.

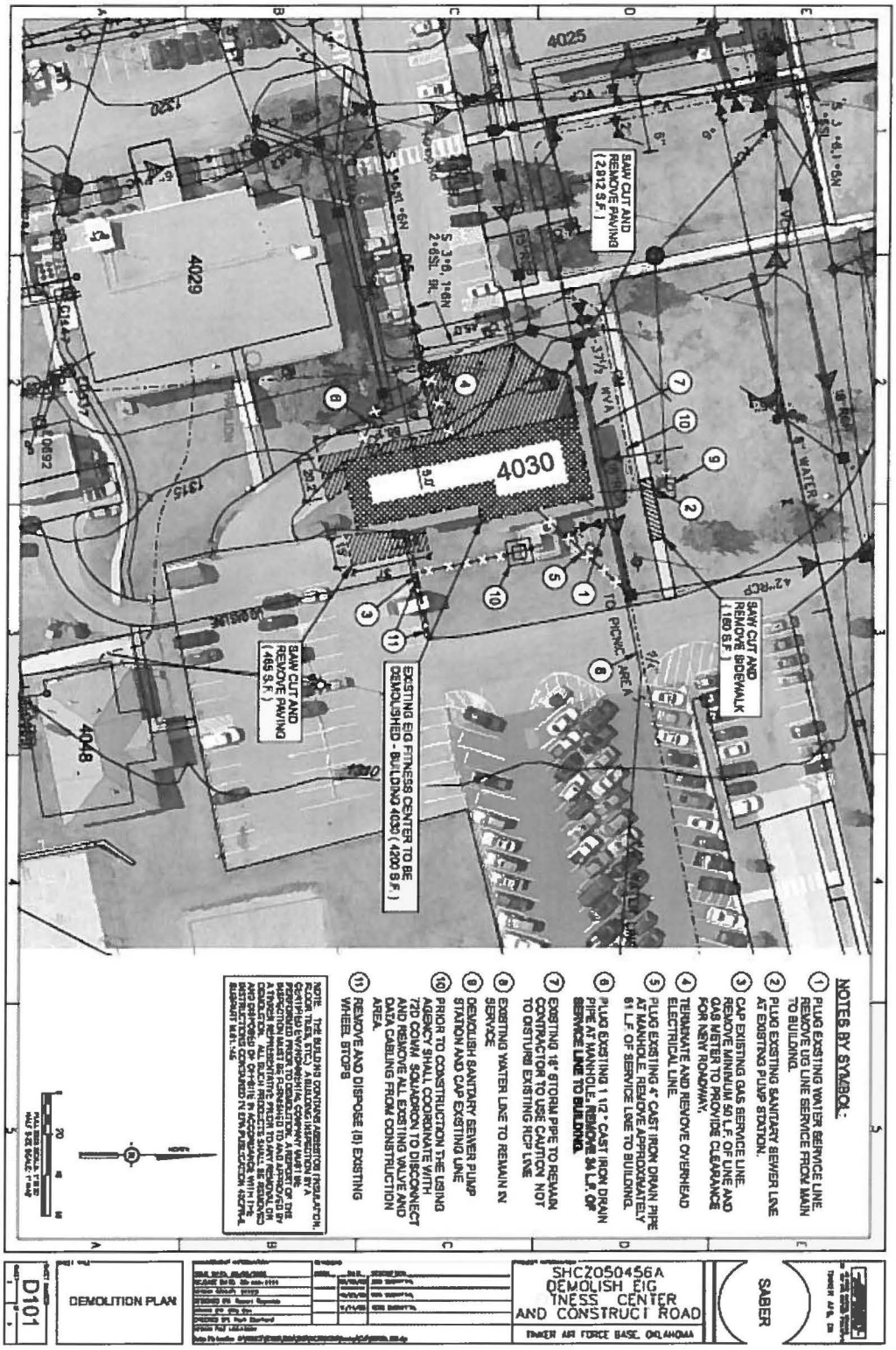

Figure #1: Building 4030

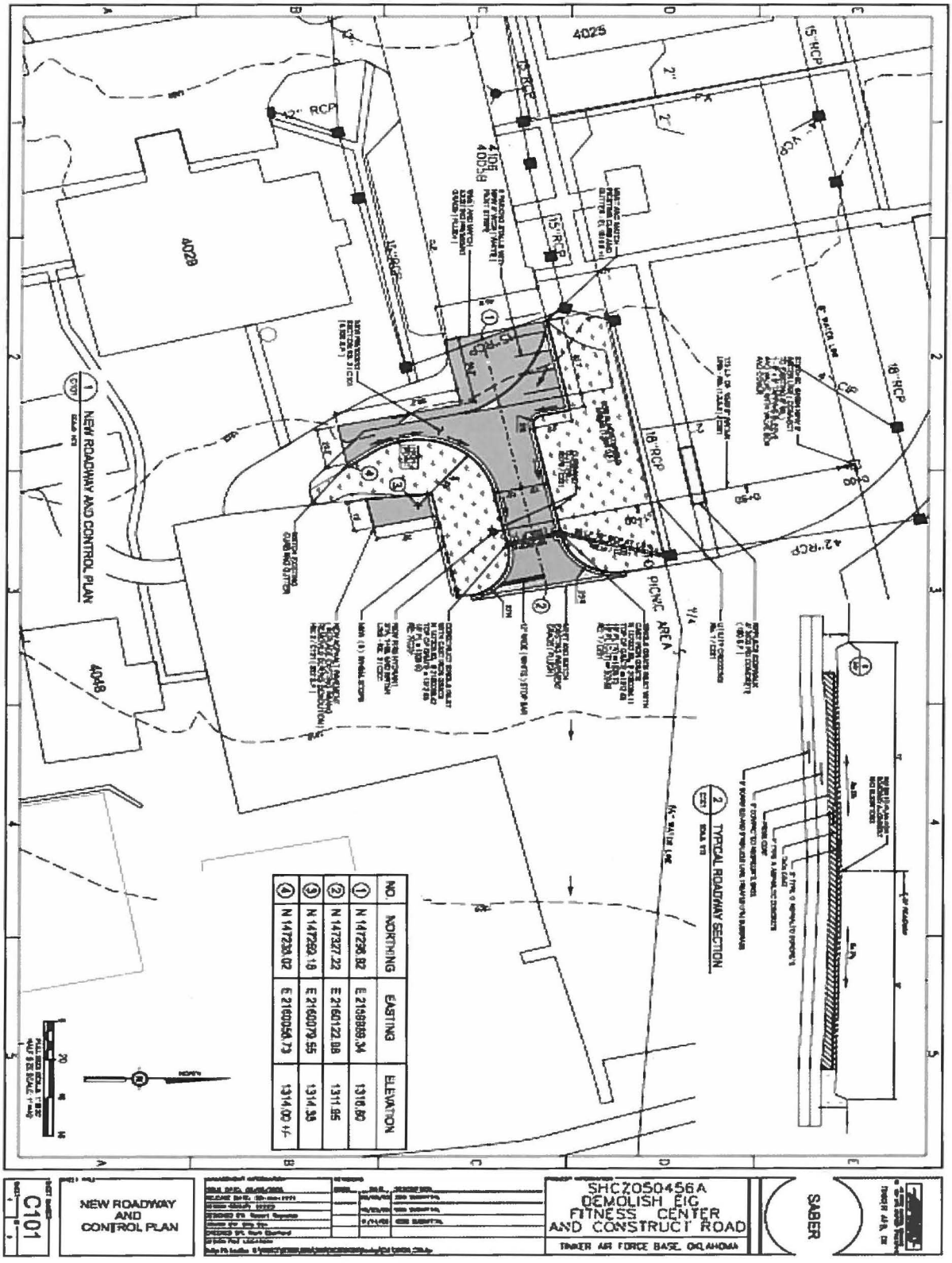

Figure #2: New Road

2.0 ALTERNATIVES INCLUDING THE PROPOSED ACTION

The proposed action addressed in this abbreviated EA is to demolish Building 4030 and construct a new road on the location. This chapter briefly describes the proposed action and evaluates potential alternatives.

The criteria used to select reasonable alternatives based on the purpose and need of the proposed action and to eliminate those that did not meet the criteria are as follows:

- Current location and condition of Building 4030
- Technical feasibility, defined as the best process to determine how to alleviate the current conditions of the building and to meet requirements of the patrons;
- Economic feasibility, defined as funding constraints, needs, and timelines required for project completion

2.1 PROPOSED ACTION

The proposed action is to demolish Building 4030 and construct a new road on the location at Tinker Air Force Base. Building 4030 is currently the physical fitness center for the area and is scheduled for demolition. 38 EIG, 654CLSS, 3CCG, and OC/ALC personnel currently use the facility. 38 EIG has project (SHCZ 050456) to demolish the building and construct a new road. Building 4048 currently is an existing shower/locker room facility. 38 EIG currently has a project (WWYK 050030) to construct an addition onto Building 4048. The new addition would include a racquetball court, exercise equipment area, and a new mechanical room. The addition would be approximately 3776 square feet. The new road would provide better traffic flow and add a few new parking spaces. The demolition of Bldg. 4030 and the construction of a new road would meet all of the proponent's requirements.

2.2 NO-ACTION ALTERNATIVE

The No-Action Alternative is not considered a reasonable alternative, because it would not change present conditions.

2.3 ALTERNATIVE CONSIDERED BUT ELIMINATED

After careful consideration, the following alternative was eliminated because of not meeting the proponent's requirements:

- One alternative was to demolish Building 4030 and not construct a new road. This alternative would not have met the proponent's need for better traffic flow and additional parking spaces.

ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Explanation
AFB	Air Force Base
AFH	Air Force Handbook
AFMA	Air Force Manpower Agency
BMPs	Best Management Practices
CCG	Combat Communication Group
CLSS	Combat Logistics Support Squadron
E	Endangered
EA	Environmental Assessment
EEZ	Exclusive Economic Zone
EIG	Engineering Installation Group
EIS	Environmental Impact Statement
EO	Presidential Executive Order
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FEIS	Final Environmental Impact Statement
FONSI	Finding of No Significant Impact
FY	Fiscal Year
OC/ALC	
NEPA	National Environmental Policy Act
TAFB	Tinker AFB, Oklahoma
USC	United States Code

3.0 AFFECTED ENVIRONMENT

3.1 INTRODUCTION

This section discusses the environmental resources that may potentially be affected by the proposed action. The components of the affected environment discussed in this section are those for which impacts have been identified, or those which require regulatory consultation review. The following resource areas are discussed within this section: topography and soils, air quality, surface water, biological resources, solid waste, and hazardous waste. The following information is based upon the Tinker AFB *General Plan* (Tinker AFB, 2000) and the Tinker AFB *Natural Resources Management Plan* (NRMP) (Tinker AFB, July 2000).

3.2 LOCATION, HISTORY, AND CURRENT MISSION OF THE INSTALLATION

Tinker AFB is located in Oklahoma County in the southeastern city limits of Oklahoma City, Oklahoma. The base covers more than 5,000 acres and abuts Midwest City to the north and Del City to the west.

Tinker AFB began operations in 1941, when Oklahoma City was awarded a maintenance and supply depot from the War Department. Immediately following World War II, Tinker AFB expanded to include the Douglas aircraft assembly plant and was named the Oklahoma City Air Material Area (OCAMA). OCAMA was overhauled in the 1950s to accommodate the B-52 bomber and KC-135 tanker. In the 1960s, Tinker AFB began to support additional aircraft including the J57, TF30, and J79 engines. In 1967, Tinker AFB was designated an inland aerial port of embarkation (APOE) for Southeast Asia. During the 1970s, Tinker AFB assumed management of new weapons including the A-7D Corsair, E-3A Airborne Warning and Control (AWAC) aircraft, E-4 Airborne Command Post aircraft, and air- and ground-launched missiles. In 1974, Tinker AFB was renamed the Oklahoma City Air Logistics Center (OC-ALC). During the following years, Tinker AFB added support for the B-1 bomber, medium-range surface-to-air missile, and F108-100 engine. The 28th Air Division was activated to handle the expanded E-3 AWAC operations. In 1991, two Navy E-6 squadrons were added to maintain a flying/communications link between the White House and ballistic missile submarines around the world.

Today, the OC-ALC provides worldwide logistics support for a variety of weapons systems including the B-52, multipurpose 135 series, E-3 and E-4 aircraft, B-2 stealth bomber, B-1 bomber, and the short-range attack missile. The OC-ALC also manages both air- and ground-launched cruise missiles. Tenant organizations at Tinker AFB include units of the Air Combat Command, Air Force Communications Agency, Air Force Reserve, and Air Mobility Command.

3.3 DESCRIPTION OF THE PROJECT AREA

3.3.1 Topography and Soils

3.3.1.1 Topography

Tinker AFB is located in the Central Redbed Plains section of the Central Lowland Physiographic Province. The Central Lowland Province is characterized by level to gently rolling hills, broad flat plains, and bottomlands intersected by small- to medium-sized watercourses. Oklahoma County elevations range from about 850 feet above mean sea level (MSL) in the southeastern part to 1,300 feet MSL in the northwestern part. Base elevations range from approximately 1,200 feet MSL (Crutcho Creek – northwestern portion of base) to 1,310 feet above MSL (southeastern portion of base).

3.3.1.2 Soils

Tinker AFB lies within three major soil associations: Darnell-Stephenville Association (DS), Dale-Canadian-Port (DCP) Association, and Renthin-Vernon-Bethany (RVB) Association. The DS Association consists of shallow to deep sloping loamy soils in upland areas. The DCP Association consists of deep loamy alluvial soils typically occurring in or near bottomlands along watercourses. The RVB Association consists of shallow to deep loamy and clayey soils typically occurring in upland areas. Sloping within this association varies from nearly level to moderately steep. According to the soil survey completed in 1983 and updated in 1991 by the USDA NRCS, 89 acres were classified as prime farmland. Prime farmland is defined as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed and crops. When Tinker AFB was surveyed, much of the land (approximately 300 acres) that would have been designated prime farmland in the past had long since been urbanized, and therefore no longer met prime farmland criteria.

3.3.2 Air Quality

Tinker AFB and the surrounding area have a warm, temperate climate. Seasonal storms provide precipitation, with the heaviest amounts occurring in spring and summer. Spring and summer storms are often severe, with tornados occurring primarily in April and May.

The Oklahoma Department of Environmental Quality (ODEQ) has adopted air quality standards that are identical to the National Ambient Air Quality Standards (NAAQS). Oklahoma County, which includes Tinker AFB and the surrounding areas, is in compliance with the NAAQS. There are no Federal Class I Prevention of Significant Deterioration (having degradation of ambient air quality), including strictly limited visibility, areas located in the Oklahoma City region (40 CFR 81.424).

3.3.3 Surface Water

Tinker's surface drainage occurs in three primary drainage basins: 1) Crutcho Creek Drainage Basin, 2) Elm Creek Drainage Basin, and 3) Hog Creek Drainage Basin. These are further

divided into ten sub-basins or watersheds. The land in the 38 EIG area of Tinker AFB is drained by the Soldier Creek Drainage Basin which flows to the north into the North Canadian River. Eventually the North Canadian River combines with the Arkansas River, Mississippi River, and finally discharges into the Gulf of Mexico. The Elm Creek and Hog Creek Drainage Basins flow to the south of the base into the Little River which forms confluences with the South Canadian River, Arkansas River, Mississippi River, and discharges into the Gulf of Mexico. On-base lotic waters comprise a total of about eight linear miles. The first and second order segments are typically ephemeral or intermittent while the third order segment is perennial. All base creek flows are the result of stormwater runoff. No significant point source industrial discharges currently are made to any waterway on Tinker AFB. The Building 4048 area is within the Soldier Creek Drainage Basin.

3.3.4 Biological Resources

The site for the proposed action is a building. No threatened or endangered plant species are present in this area. Also, no rare or endangered animals or species of concern are known to be present on the proposed action site.

3.3.5 Hazardous and Toxic Materials and Waste

All hazardous waste generated at Tinker AFB and sent for disposal is tracked from "cradle to grave." This tracking function is currently being converted to a computerized system being adopted by the USAF known as the Hazardous Material Management System. A number of hazardous materials are stored and used at Tinker AFB. Most of the materials used are related to aircraft use and maintenance (i.e., jet fuel, oil, hydraulic fluid, paint, paint thinners, and various solvents and cleaners). According to the General Plan (Tinker AFB, 2000), the base generated approximately 3,000 tons of hazardous waste in 1999. Since 1991, Tinker AFB has received no Notices of Violation from annual State and EPA inspections of its hazardous waste program. Tinker AFB has reduced its hazardous waste generation by at least 50 percent from the 1992 baseline, reaching a mandated Executive Order goal of 50 percent reduction by 1999.

All of the materials used on the installation are stored, used, and disposed of in accordance with the Tinker AFB Spill Prevention Plan, the SARA Title III Response Plan, the Storm Water Pollution Prevention Plan (SW3P), and other applicable local, state, and federal laws and regulations.

Tinker AFB Instruction 32-7004, *Hazardous Waste Management*, contains information needed to comply with all federal, state, USAF, and local rules and regulations pertaining to hazardous waste. Other applicable documents include the *RCRA Operating Permit* for long-term storage of hazardous waste, and OC-ALC Plan 19-2, *Tinker AFB Spill Prevention and Emergency Response Plan.*

4.0 ENVIRONMENTAL CONSEQUENCES

4.1 INTRODUCTION

The primary purpose of an EA prepared in accordance with NEPA is to identify the potential impacts of a major federal action on the environment. The identification of potential impacts included consideration of both the context and the degree of the impact. When feasible, distinctions were made between short-term and long-term, and negligible and adverse impacts. A negligible impact may have an inconsequential effect or be unlikely to occur; an adverse impact would have negative consequences. If the current condition of a resource is improved or an undesirable impact is lessened, the impact is considered beneficial. Finally, a "no impact" determination is made when the proposed action does not noticeably affect a given resource.

4.2 EFFECTS OF THE PROPOSED ACTION AND ALTERNATIVES ON THE AFFECTED ENVIRONMENT

4.2.1 Topography and Soils

4.2.1.1 Topography

Proposed Action
Implementation of the proposed action will require grading and excavation activities during site preparation. The proposed action will not significantly alter the existing topography or change the overall drainage patterns at the site. Therefore, no significant adverse impacts to the area's topography are anticipated.

No-Action Alternative
Under the no-action alternative, no grading or excavation activities would occur and no impacts to the area topography would occur.

4.2.1.2 Soils

Proposed Action
Demolition of Building 4030 and construction of a new road would result in temporary impacts to onsite soils during removal of existing soil and grading activities. Existing soils are already disturbed from previous construction activity. Any impacts would be temporary and minor. As such, no significant impacts to soils would result. Erosion would be minimized using best management practices (BMPs) as identified in the Tinker AFB Storm Water Pollution Prevention Plan (Tinker AFB, October 2002).

No-Action Alternative
Under the no-action alternative, there would be no impacts to soils.

4.2.2 Air Quality

Proposed Action

Construction, operation, or maintenance of the proposed action is not expected to have any adverse effects on regional air quality. Construction operations would produce temporary, minor amounts of fugitive dust. Significant impacts from fugitive dust would be avoided through the use of construction BMPs to control fugitive dust generation.

Fugitive dust from ground disturbing activities and combustive emissions from construction equipment would be generated during construction and demolition. Fugitive dust would be generated from activities associated with site clearing, grading, cut and fill operations, and from vehicular traffic moving over the disturbed site. These emissions would be greatest during the initial site preparation activities and would vary from day to day depending on the construction phase, level of activity, and prevailing weather conditions.

The quantity of uncontrolled fugitive dust emissions from a construction site is proportional to the area of land being worked and the level of construction activity. The USEPA has estimated that uncontrolled fugitive dust emissions from ground-disturbing activities would be emitted at a rate of 80 lbs of TSP per acre per day of disturbance (USEPA 1995). In a USEPA study of air sampling data at a distance of 50 meters downwind from construction activities, PM_{10} emissions from various open dust sources were determined based on the ratio of PM_{10} to TSP sampling data. The average PM_{10} to TSP ratios for top soil removal, aggregate hauling, and cut and fill operations are reported as 0.27, 0.23, and 0.22, respectively (USEPA 1988). Using 0.24 as the average ratio for purposes of analysis, the emission factor for PM_{10} dust emissions becomes 19.2 lbs per acre per day of disturbance.

The USEPA also assumes that 230 working days are available per year for construction (accounting for weekends, weather, and holidays), and that only half of these working days would result in uncontrolled fugitive dust emissions at the emitted rate described above (USEPA 1995). The construction emissions presented in Table 4-2 include the estimated annual PM_{10} and $PM_{2.5}$ emissions associated with the Proposed Action at Tinker AFB. It is assumed that approximately 125 percent of the project area (0.17 acres) would be disturbed during construction, resulting in an average of 0.21 acres being disturbed. These emissions would produce slightly elevated short-term PM_{10} and $PM_{2.5}$ ambient air concentrations. The USEPA estimates that the impacts of fugitive dust from construction activities would be reduced significantly with an effective watering program. Watering the disturbed area of the construction with approximately 3,500 gallons per acre per day would reduce TSP emissions as much as 50 percent (USEPA 1995).

Table 4-2 Proposed Action Emissions

Criteria Air Pollutant	CO (tpy)	VOC (tpy)	NOx (tpy)	SOx (tpy)	PM_{10} (tpy)	$PM_{2.5}$ (c) (tpy)
AQCR Baseline (a)	10,707	8,765	19,278	5,503	892	661
Estimated Annual Emissions for Proposed Action (b)	0.14	0.02	0.13	0.01	0.15	0.11
Project Emissions as Percent of AQCR Emissions	0.00132%	0.00018%	0.00067%	0.00026%	0.01694%	0.1694%

a Baseline Air Emissions Inventory, Air Quality Control Region 184.
b Estimated annualized emissions from Proposed Action activities. It is anticipated construction activities would begin in 2007 and last for approximately1 year.
c Estimated $PM_{2.5}$ emissions calculated from the Proposed Action PM_{10} emissions based on a ratio of PM_{10} to $PM_{2.5}$ for the AQCR Baseline. $PM_{2.5}$ is included for information only.
Note: VOC is not a criteria air pollutant. However, VOC is reported because, as an ozone precursor, it is a controlled pollutant.

Specific information describing the types of construction equipment required for a specific task, the hours the equipment is operated, and the operating conditions vary widely from project to project. For purposes of analysis, these parameters were estimated using established cost estimating methodologies for construction and experience with similar types of construction projects (Means 2004). Combustive emissions from construction equipment exhausts were estimated by using USEPA-approved emissions factors for heavy-duty diesel-powered construction equipment (USEPA 1985). The construction emissions presented in Table 4-2 include the estimated annual emissions from construction equipment exhaust associated with the Proposed Action at Tinker AFB. It is estimated the construction activity would last approximately 1 year and that ground-disturbing activities would occur during the entire project duration, with continuous cut and fill operations. The total estimated project emissions were calculated to get the anticipated annual emissions. Analysis is based on a 1-year period to align with baseline emissions data, which are for 1 year. As with fugitive dust emissions, combustion emissions would produce slightly elevated air pollutant concentrations. However, the impacts would be temporary, fall off rapidly with distance from the proposed construction site, and would not result in any long-term impacts. Table 4-2 lists the annual emissions from on-Base construction activities and the annual percent of change when compared to the baseline for the Proposed Action.

Review of data in Table 4-2 for AQCR 184 indicates that the greatest increase in emissions from construction activities for the Proposed Action would be from NOx with 0.15 tons (annualized), which equates to than 0.01694 percent of the NOx emissions within the AQCR. The emissions would be temporary and would be eliminated after completion of the activity. Emissions that are greater than 10 percent of the AQCR for any of the criteria pollutants, would be considered regionally significant by the USEPA, if the region were in nonattainment for criteria pollutants as stated in 40 CFR 51, Subpart W, Section 852. However, the area is in attainment. Based on the above analysis, air emission impacts from the construction activities associated with the Proposed Action would not be considered significant by the USEPA. Therefore, the general conformity rule described in Subchapter 3.6.1 would not apply because the AQCR is in attainment status. Additionally, no SIP would be required.

No-Action Alternative
Under the no-action alternative, the proposed action would not occur, resulting in no impacts to air quality.

4.2.3 Surface Water

Proposed Action
Demolition of building 4030 and construction of the new road will not impact surface waters because there are no surface waters at or near the site. Stormwater runoff from areas disturbed

during construction could increase turbidity, siltation, and sedimentation to receiving streams. All construction activities would comply with Oklahoma Department of Environmental Quality (ODEQ) General Permit for Storm Water Discharges from Construction Activities GP-005A. Prior to obtaining a construction site digging permit, a detailed site-specific Storm Water Pollution Prevention Plan, (SWP3) outlining stormwater discharge BMPs and control measures would be submitted to ODEQ. All BMPs outlined in the SWP3 must be followed during construction. After construction, the site would be stabilized to at least 50 percent of its original condition and would comply with the Tinker *AFB Storm Water Pollution Prevention Plan* (Tinker AFB, October 2002). Post-construction volume of stormwater would be the same as current conditions, because the amount of impervious surface would not change.

No-Action Alternative
Under the no-action alternative, the proposed action would not occur, resulting in no impacts to surface water.

4.2.4 Biological Resources

Proposed Action
The proposed action will have no impact on terrestrial biota or threatened or endangered species.

No-Action Alternative
Under the no-action alternative, no impacts to biological resources or threatened or endangered species would occur.

4.2.5 Hazardous and Toxic Materials and Waste

Proposed Action
All of the materials used in connection with the proposed action will be stored, used, and disposed of in accordance with the Tinker AFB Spill Prevention Plan, the SARA Title III Response Plan, the Storm Water Pollution Prevention Plan, and other applicable local, state, and federal laws and regulations. Hazardous waste generated through the activities will also be handled in accordance with Tinker AFB Instruction 32-7004, Hazardous Waste Management, the RCRA Operating Permit, OC-ALC Plan 19-2, Tinker AFB Spill Prevention and Emergency Response Plan, and applicable federal, state, and local regulations. The proposed action in conjunction with the proper handling of hazardous waste will result in no significant long-term impacts to the environment.

No-Action Alternative
Under the no-action alternative, the proposed action would not occur, resulting in no handling or production of hazardous and toxic materials and associated waste.

4.2.6 Socio-Economics

4.2.6.1 Population

Proposed Action

The proposed action would not change the population in the Tinker AFB area, because no personnel would be relocated, and the indirect impacts associated with the construction of the new road and the Building 4030 demolition are not expected to induce persons to relocate to the area. The area's minority and low-income communities and children would experience no disproportionate or negative impacts from the proposed facility's construction and operation, because noise, air quality, ground and surface water, hazardous and toxic materials and wastes, and contaminated sites would not be significantly affected by the proposed action. Any impacts resulting from construction would be confined to the installation and have no impacts on minority and low-income communities and children.

No-Action Alternative
Under the no-action alternative, no change to population levels would occur. Therefore, no impact to the population would occur under the no-action alternative.

4.2.6.2 Employment

Proposed Action
The proposed action would require demolition of Building 4030 and construction of a new road. Based on the estimated cost and duration of construction, approximately 50 full-time equivalent construction jobs would be generated in FY 07. The impact of these jobs would be limited to the years in which the expenditures would occur and labor would be provided from the local area (Oklahoma City region) construction workforce. The proposed action would not have a significant impact on the total labor force, employment, or unemployment in the Tinker AFB area. The estimated jobs generated during construction and initial outfitting would be temporary and represent less than 1 percent of total employment at Tinker AFB and a much smaller fraction of the regional employment. Any benefit to the local economy would be temporary. Operations inside the addition will represent a workload already performed by Tinker AFB personnel and increased efficiency and production of support services from the infrastructure, and not an increase in employment at the base.
No-Action Alternative
The no-action alternative involves the continuation of present conditions. For this reason, no impact to employment would occur.

4.2.6.3 Income

Proposed Action
The economic impact of the proposed action would be mostly limited to temporary effects of the demolition and construction. As discussed above, the temporary construction jobs would represent much less than 1 percent of the region's economy and would not be significant. Expenditures for construction-related materials and supplies would have a small short-term beneficial effect on the economy of Oklahoma City and the surrounding area. Businesses near Tinker AFB, such as gas stations and fast-food restaurants, could see temporary benefits from additional sales to construction workers.

No-Action Alternative

Under the no-action alternative, no construction-related income would be generated and there would be no change to income levels. Therefore, no impact to income would occur under the no-action alternative.

4.2.6.4 Installation Contribution to the Local Economy

Proposed Action
The economic impact of the proposed action is less than 1 percent of Tinker AFB's annual overall impact on the regional economy. Because the economic impact will be small, impacts to Tinker AFB's contribution to the local economy will not be significant.

No-Action Alternative
Under the no-action alternative there would be no impact to Tinker AFB's contribution to the economy.

4.2.6.5 Utilities and Solid Waste

Proposed Action
The proposed action would have no impact on utilities, such as electricity and natural gas used for heating/cooling and lighting. Construction of the new road could involve the location, removal, and replacement of existing underground utilities. This would result in temporary localized utility disruptions. Such impacts are not considered significant.

Demolition and construction-related waste would not place an undue burden on existing solid waste disposal facilities in the area. All solid waste handling would comply with the recycling consent procurement requirements of Executive Order (EO) 13101, Section 6002 of Resource Conservation and Recovery Act (RCRA).

No-Action Alternative
Under the no-action alternative, the existing facilities would continue to be used at current utility demand levels, resulting in no impacts to existing utilities or solid waste handling abilities.

4.2.6.6 Transportation and Parking

Proposed Action
Construction may result in temporary transportation impacts when road access is briefly interrupted for construction deliveries.

There will be a few new parking spaces with the construction of the new road. There will be a few new parking spaces added in the parking lot north of Building 4048 for patrons.

No-Action Alternative

Under the no-action alternative, no impacts to transportation or parking would occur.

4.3 SUMMARY OF POTENTIAL MITIGATION ACTIONS

No long-term significant adverse effects were identified. As a result, no mitigation measures are planned.

4.4 UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

No unavoidable adverse environmental effects from the implementation of either the proposed action or the no-action alternative have been identified through this EA.

4.5 RELATIONSHIP BETWEEN THE SHORT-TERM USE OF THE ENVIRONMENT AND LONG-TERM PRODUCTIVITY

The proposed action will not affect the long-term productivity of the environment because no significant environmental impacts or depletion of natural resources have been identified through this EA, nor are any anticipated through the implementation of the proposed action. No irreversible or irretrievable commitment of natural resources has been identified through this EA. Completion of the proposed action will allow for a tenant organization to better fulfill mission objectives, leading to greater long-term productivity at the installation.

4.6 CUMULATIVE ENVIRONMENTAL CONSEQUENCES

The CEQ regulations implementing NEPA require agencies to consider the potential for cumulative impacts of proposed actions. "Cumulative impact" is defined in 40 CFR 1508.7 as "the impact on the environment in which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions... Cumulative impacts can result from individually minor but collectively significant factors taking place over time."

No environmental impacts from the proposed action have been identified through this EA. Therefore, no cumulative impacts to natural environmental resources are anticipated from the interaction of the proposed action with other projects either on-base or in the region.